

probably was jostled out of his seat by a soldier who had not a ticket. Now, considering the soaring ticket prices, it is a pity that the soldier in

of legitimate enjoyment for the soldier in this colony, don't you think your contemporary is rather hard on him? I am sure I and the remainder of my comrades would gladly see *all* the seats occupied by ladies, in fact, it would be quite a treat, one sees so few European ladies abroad in Hongkong. I have often seen a thousand ladies in a hall, a large ladies' club, a

I would, in conclusion, observe that the Bund also
 is a military one.—Yours, &c.,
 A. SOLDIER.
 Hongkong, 24th July, 1888.

THE HONGKONG, CANTON, AND
 MACAO STEAM-BOAT COMPANY,
 LIMITED.

The following is the report of the Board of Directors, to be presented to the ordinary half-yearly meeting of shareholders, to be held at the office of the Company, on Friday, the 3rd August, 1888, at noon:—

The directors beg to submit to the shareholders the usual statement of accounts for the half-year ending 30th June 1888.

After paying running expenses, salaries, premium of insurance, repairs, and all other outgoings, there re-

main, including \$3,696.50 brought forward from last account, the sum of \$73,968.99 as credit of profit and loss account. From this sum the directors recommended that \$36,000 or 7 per cent. on the capital, to be used for the purpose of providing a reserve fund, be placed out of the sum of depreciation and insurance fund, (which will then stand at \$215,000) leaving a balance of \$3,668.99 to be carried forward to my account.

The gross receipts on the Canton line have been somewhat in excess of those for the corresponding six months of last year. Owing to the resumption of the junk traffic, the returns from the Mascow line show a considerable increase. The gross receipts for the Canton line amounted with the first half of 1887 to

mainly due to the fact that the Hongkong-Canton service has now to be carried on with four steamers instead of three, as formerly. The additional expenses consequent upon running an extra boat, has, as far, been only partially covered by increased receipts from advertising matter.

During the month of October, the *Far Eastern*, *Fatshan*, and *Kiukiang* have been docked for the usual annual Government survey and overhaul; the *Pouine*, will have to be docked in October for the same purpose, but it is not anticipated that any extensive repairs will be needed during the current half-year.

The addition of the *Fatshan* to the company's fleet has necessitated increased wharf accommodation at the wharves.

The accounts now presented. Further nominations, contracted for at \$900, are still going on.

As an alternative to keeping the *Kuingshow* laid up she has been placed on the *Marco* line as a night boat.

In accordance with the articles of association the honorable J. Bell-Young and Mr. E. B. Bellino are ineligible, for the reasons stated above, and are being eligible, after themselves for re-election.

The accounts have been audited by Mr. A. O'D. Gourdin and Mr. J. H. Cox. The latter gentleman does not offer himself for re-election, and the directors recommend that Messrs. Gourdin and F. Henderson be re-elected.

Person be appointed auditors for the current half year.

F. RYAN, Chairman.

Hongkong, 25th July, 1932.

June 30, 1932.	ASSETS.	\$	c.
Value of 5 steamers and 4 tugs of P&O.		814,000.00	
Value of wharves		20,000.00	
Value of cargo-boats		780.00	
Value of iron lighter Sun <i>1/2</i>		17.00	
Value of coal and stores		5,617.96	
Value of machinery		9,258.73	
Value of furniture		2,840.00	
Value of shares in public companies		2,447.92	

Chinese bonds (at par)	57,000.00
Fixed deposits with Hongkong & Shanghai Banking Corporation	85,000.00
Sundry debitors	13,110.00
Interest accrued to 30th June	743.89
Cash on current account with the Hongkong & Shanghai Banking Corporation.	65,306.17
	<u>\$1,118,709.13</u>

June 30, 1898.	LIABILITIES.	\$ c.
Amount of capital, 40,000 shares of \$20 each, fully paid up		800,000.00
A sum of \$100,000		

Insurance fund	200,000.00
Amount at credit of equalization of dividend fund	40,000.00
Sundry creditors	4,830.15
Amount at credit of profit and loss account	78,968.18
	<u>\$1,118,739.13</u>

PROFIT AND LOSS ACCOUNT.

June 30, 1888. Dr. \$ c.

To amount paid for extraordinary repairs to steamers:—

<i>Kowloon</i>	\$1,483.18
<i>Hongkong</i>	164.70
<i>Hutchins</i>	5,132.44
<i>Fateha</i>	2,960.18
To cost of extension of Hongkong wharf ..	9,397.62
To company's proportion of losses in connection with the following casualties:- -Mormon collision with salt junk ..	5,498.23
-Mormon collision with salt junk ..	\$1,468.15
-Mormon collision with Chinese gunboat ..	2,965.25
<i>Fateha stranding</i> ..	1,910.46
	6,301.56
To amount of verdict and costs in suit	

To assign the company in the Supreme Court	5,161.00
To loss on realization of condemned cargo- boat	755.00
To amount of bad debts written off	288.83
To directors and auditors' fees	2,760.00
To balance to be appropriated, viz.:—	
Dividend at 7 per cent. on \$800,000	\$56,000.00
To be a 9 1/2 to depreciation and insurance fund	15,000.00
Balance to be carried to new account	2,908.98
	<u>73,968.98</u>

		<u>\$104,075.13</u>
Dec. 31, 1897.	Cr.	\$ 0.
By amount brought forward from last account		3,695.50
June 30, 1898.		
By net earnings of steamers		94,828.10
Balance on investments		5,269.53
By profit on realization of 1 share in the Triton Insurance Company		262.61
		<u>\$104,075.13</u>

DEPRECIATION AND INSURANCE FUND.		\$	c.
June 30, 1888.	Dr.	200,000.00	
To balance			200,000.00
			<u>200,000.00</u>
Dec. 31, 1887	Cr.		\$ c.
By amount at credit		180,000.00	
Exp. 4, 1888.			20,000.00
By amount brought forward from profit and loss account for half-year ending 31st December, 1887			<u>20,000.00</u>

		\$200,000.00
<hr/>		
EQUALIZATION OF DIVIDEND FUND.		
June 30, 1889.	Dr.	\$ c.
To balance		<u>400,000.00</u>
<hr/>		
Dec: 31, 1887.	Cr.	\$ c.
By amount at credit		<u>40,000.00</u>
<hr/>		

REMINISCENCES OF SIR JOHN

POPE HENNESSY IN LABUAN.
A contributor to the *Strait Times*, in the course of a series of articles, says—
Of the many Governors who have ruled in turn over this Island (Labuan), Sir John Pope Hennessy has acquired for himself the greatest reputation. Labuan was the first of many Colonies entrusted to his care.
It may be of interest to sketch as rapidly as possible the state of Labuan when Mr. Pope

Hennessy took charge of its destinies. At that distant period Labuan was very prosperous and had a great future before it. The island inspired hopes which were fully justified by its splendid position and the vast resources of Brunei and other places almost within sight of the Colony. It was garrisoned by a battalion of native infantry and protected by a battery of artillery. The fine harbour of the island was seldom or never to be seen without at least one of Her Majesty's ships at anchor in the bay. At a time when steamships were very much rarer

than they now are, a fleet of steamers much larger than any now running on the coast, sailed regularly out of the port, and sailing vessels of considerable tonnage earned very handsome profits on the Labuan and Brunai Line. The coal mines were in full swing, the plant for a railway had been landed, and with a constantly increasing European and native population it appeared as if nothing could prevent the natural growth and development of the colony. Mr. Keenney appeared upon the

him, however, and as it by the stroke of a malevolent enchanter's wand, what appeared to be an indestructible and progressive property gave place to black and utter ruin. The repudiation and completeness of Governor Hennessey's destructive work compels an unwilling admiration. I trust that I may be pardoned for increasing in this narrative an effective illustration of the sudden effect of his method of operation. It is simply the story of the good young man from Glasgow who arrived here some years ago. The lad to whom I refer went once, just

(Continued)

FOR SALE.
FREDK. GILSLER & Co.'s
CHAMPAGNE.

QUARNS	\$33 per Case of 1 Dozen.
FLINTS	\$26 per Case of 2 Dozen.

GILMAN & Co.
Houghong, 31st May, 1888. 1034

1888. **MAIL TABLES.** 1888.

THE MAIL TABLES. with Parcel Post
Table and Almanac, for 1888 are NOW
READY.
On Paper 10 cents, on Card 20 cents, each.
Daily Press Office.
Hongkong, 26th February, 1888.

EXT. ACTS.

THE CANADIAN RAILWAY.
The Russian are talking so much about their railway to Samarkand just now, that the line we are building to Central Asia from the opposite direction attracts but little notice. Since the beginning of the year the Canadian Railway has been opened to Killa Abdullah, just on the Qashghar side of the Kwaia Amran range. Killa Abdullah itself is over 5,000 feet above sea-level, and the successful completion of the line so far is no mean achievement. According to the Pioneer, there is now a daily service of trains between Killa Abdullah and Qashghar, caravans from Candahar and Herat stopping at the former place to unload their goods for transport onward by rail. From Qashghar to Candahar the railway will run in almost a straight line, and it is the most difficult section now in hand. The distance from Qashghar to Candahar is approximately 1,000 miles, and the line is only thirty miles long, but the estimated cost of the railway along this part of its course is put at something between £70,000 and £80,000 a mile. The average cost of constructing the railway to Samarkand has been about £4,800 a mile. Of course the outlay on the Qashghar-Candahar section of the Canadian Railway is exceptionally heavy, the Kwaia Amran range presenting difficulties far greater than any the Russians have encountered. The present intention of the Indian Government is to open up communication with Candahar as quickly as possible by means of a light mountain railway, and at the same time to go on boring tunnels and blowing up the range for the purpose of a permanent line along which the ordinary locomotive can travel. The cost of the temporary line will be considerably, no doubt, to the total expenditure; but the advantages of being in direct railway communication with Candahar at the earliest possible date are too obvious to be overlooked, and when once the Kwaia Amran range is surmounted, the extension onwards from Candahar could be constructed in a few weeks.

Good progress has already been made with the temporary line over the range. It will be ready, indeed, by the time the machinery for hauling trucks up the incline is received. The chief feature of the permanent line is a tunnel 2½ miles long. A permanent line along which the ordinary locomotive can travel. The cost of the temporary line will be considerably, no doubt, to the total expenditure; but the advantages of being in direct railway communication with Candahar at the earliest possible date are too obvious to be overlooked, and when once the Kwaia Amran range is surmounted, the extension onwards from Candahar could be constructed in a few weeks.

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A RUSSIAN EXILE MARCHING PARTY.

On the morning after our first visit to the Tienshan forwarding prison we had an opportunity of seeing the departure of a marching party. We went to the prison merely for the purpose of getting a photograph of a photograph of it, but happened to be just in time to see a party of 260 men, women, and children, set out on foot for Yalutorfak. Our attention was attracted first by a great crowd of people standing in the street outside the prison wall. As we drew nearer, the crowd resolved itself into a hundred or more women and children in brightly coloured calico gowns, with kerchiefs over their heads, and about 250 men dressed in the gray exile costume, all standing close together in a dense throng, surrounded by a cordon of soldiers. In the street near them were fifteen or twenty one-horse teams, or small four-wheeled waggon, some piled high with the gray bags in which the exiles carry their spare clothing and personal property, and some filled with men, women, and children, who, by reason of age, weakness, or infirmity, could not walk. It seemed surprising to me that anybody should be allowed to walk after a week's confinement in that prison. The air was filled with a continuous hum of voices as the exiles talked eagerly with one another, and occasionally to the cordon of soldiers. A child from one of the teams, or a fainting of chains as some of the men, tired of standing, changed their positions or threw themselves on the ground. The officer in charge of the party, a heavily built man with yellowish side-whiskers, light blue eyes, and a hard, unsmiling face, stood near the telegraph, surrounded by a cordon of soldiers, begging him to let them ride. "Please put my little girl in a wagon," said one pale-faced woman, as I approached the group. "She isn't ten years old and she has a lame ankle; she can never walk thirty yards." "What's the matter with her ankle?" inquired the officer impatiently, looking down at the child's thin bare feet and legs. "Don't you see she has a bone in it?" replied the mother. "Please let her ride, for God's sake!" "She can't ride, I tell you—there's no room," said the officer, still more impatiently. "I don't believe there's anything the matter with her ankle, and anybody can see that she's more than twelve years old, Stoppigher!" "I move on," he said sternly to the child. "You can pick her up and carry her walk." The mother and the child shrunk away without a word, and the officer, to escape further importunities, shouted the order to "form ranks!" The hum of conversation suddenly ceased, and there was a jingling of chains as the prisoners who had been lying on the ground sprang to their feet; the soldiers of the guard shouldered their rifles; the exiles moved forward in a dense throng, bowing in the direction of the prison chapel, and at the word "March!" the whole column was instantly in motion. Three or four Cossacks, in dark green uniforms and with rifles over their shoulders, took the lead; a dense band of disorderly throng of men and women followed; a cordon of soldiers, in black lines of soldiers' next came the telegraph, with the old, sick, and the small children; then a rear guard of half-a-dozen Cossacks; and finally four or five waggon piled high with gray bags. Although the road was soft and muddy, in five minutes the party was out of sight. The last words I heard were the jingling of chains and the shouts of the Cossacks to the children to keep within the lines. These exiles were nearly all political prisoners and persons banished by Russian communes, and were destined for towns and villages in the southern part of the province of Tobolsk.—GEOFFREY KENNAN, in the Century.

CONTRASTS AT ASCOT.

There is no other country in the world where so fair a sight can be seen as Ascot on the days when the Royal party grace it in Ascot state. This year, alas! there was no Royal procession, and the cause of this omission from the official programme was deeply lamented by sportsmen and pleasure-seekers alike. When the word rang round the rings and the exclamations that the Emperor Frederick is dying, the great contrast came home to most people. Here the scene of pulsing, vigorous life—the scene of youth and beauty and wealth and high spirits, where the dying Emperor lay, the silence and the gloom, the sorrowful faces, and the hearts sick with the great fear of the swiftly on-coming doom; and when the gay crowd rolled homeward, the dashing drags, with their snorting freight, and the

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
INCORPORATED IN HONGKONG.
CAPITAL TWO MILLION DOLLARS.
PAID-UP CAPITAL £400,000
RESERVE FUND £200,000
CLAIMS PAID £200,000
BONUSES PAID £200,000
RISKS accepted at CURRENT RATES OF PREMIUM.

THE LONDON ASSURANCE COMPANY, LIMITED.
INCORPORATED IN ENGLAND.
The Underwriting having been appointed Agents in conjunction with Messrs. TURNER & CO. for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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SHIPPING IN HONGKONG HARBOUR.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
Albany	July 19	Ed. Porter	Brit. str.	1488	Adams, Ball & Co.	Victoria, B.C.
Amoy	July 19	Kohler	Ger. str.	815	Siemens & Co.	Yokohama
Amoy	July 20	E. Aereboe	Ger. str.	386	Waller & Co.	Yokohama
Bombay	July 19	Thompson	Brit. str.	1331	Gibb, Livingston & Co.	Yokohama
Bombay	July 21	W. Williams	Brit. str.	1711	P. & O. S. N. Co.	Yokohama
Chowchow	July 21	W. Wood	Ger. str.	987	Jardine, Matheson & Co.	Yokohama
Clara	July 21	Christensen	Ger. str.	787	Siemens & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1188	Jardine, Matheson & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1057	Yam Fui Hong	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1459	Melchers & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	3420	Adams, Ball & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1235	C. & M. Steamboat Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1017	Yam Fui Hong	Yokohama
Delaware	July 21	F. Elms	Brit. str.	891	Jardine, Matheson & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	383	Jardine, Matheson & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	2235	Butterfield & Swire	Yokohama
Delaware	July 21	F. Elms	Brit. str.	729	H. C. & M. Steamboat Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	385	Bux H. & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1061	H. C. & M. Steamboat Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	255	H. C. & M. Steamboat Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	704	A. H. Mery	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1432	Adams, Ball & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	308	O. & S. N. Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	284	Chinese	Yokohama
Delaware	July 21	F. Elms	Brit. str.	102	Yam Fui Hong	Yokohama
Delaware	July 21	F. Elms	Brit. str.	117	H. C. & M. Steamboat Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	676	E. & A. O. Telegraph Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	519	Caplan	Yokohama
Delaware	July 21	F. Elms	Brit. str.	821	Siemens & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	320	Douglas, Laing & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	1671	P. & O. S. N. Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	673	Ortel & Co.	Yokohama
Delaware	July 21	F. Elms	Brit. str.	378	Russell & Co.	Yokohama

SHIPPING IN CHINA WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
MACAO.						
Kiang-ping	July 19	Holmes	Chil. str.	360	C. M. S. N. Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
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White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama

SHIPPING IN CHINA WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
MACAO.						
Kiang-ping	July 19	Holmes	Chil. str.	360	C. M. S. N. Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama

SHIPPING IN CHINA WATERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CONSIGNEES.	DESTINATION.
MACAO.						
Kiang-ping	July 19	Holmes	Chil. str.	360	C. M. S. N. Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama
White Cloud	July 19	J. H. Dutton	Brit. str.	652	H. C. & M. Steamboat Co.	Yokohama

SHIPPING IN CHINA WATERS.

Shanghai (a).....	London.....	June 18	Great Admiral.....	Hongkong.....	June 18
Marseilles (a).....	London.....	June 18	Great Admiral.....	Hongkong.....	June 18